

No. 8753 第三十五年七千八百第

日九月初二十一年十一月光

HONGKONG, WEDNESDAY, JANUARY 13th, 1886.

三月

就三十日正英港香

PRICE 82^{1/2} PER MONTH

SHIPPING.

ARRIVALS.

JANUARY 12, HOROWH, British steamer, 980, Gyles, Whampoa 13th January. General—BUTTERFIELD & SWIRE.

JANUARY 12, ANTON, German steamer, 356, G. Acheson, Mendo 12th January. General—WIEHLER & CO.

JANUARY 12, SPANAWAY, British barkentine, 364, J. GARRICK, Greenwich 11th January. November. Sandalwood—CAPTAIN.

JANUARY 12, C. P. DIXON, American bark, 692, KAR, NEWCASTLE, N.S.W. 25th November. Coal—ARNHOLD, KARBERG & CO.

JANUARY 12, CHANNEL QUEEN, British bark, 600, W. Lachman, Whampoa 11th January. Beans—ED. SCHELLHAAS & CO.

JANUARY 12, GREAT SURGEON, American bark, 869, Chas. L. F. FLINN, Curtis 23rd July. Coal—CAPTAIN.

CLEARANCES.

AT THE HARBOUR, MASTER'S OFFICE.

12TH JANUARY.

Lotto Fairfield, British sra., for Honolulu.

Cleopatra, British str., for Bangkok.

Nam-sen, French str., for Haiphong.

Diamond, British bark, for Singapore.

Trieste, British str., for Singapore.

Madison, Spanish str., for Manila.

Aston, German str., for Hoichow.

Piccola, German str., for Saigon.

Independent, German str., for Saigon.

Hoichow, British str., for Swatow.

Three Brothers, British str., for Quinchon.

Asdon, British str., for Shanghai.

DEPARTURES.

JANUARY 12, HAILONG, British str., for Swatow.

JANUARY 12, MARTHA DAVIS, American bark, for Hoilo.

JANUARY 12, GANGES, British str., for Shanghai.

JANUARY 12, SAPELON, British str., for Amoy.

JANUARY 12, NACAL, French str., for Europe.

JANUARY 12, MELITA, German str., for Hoichow.

JANUARY 12, VOGA, French str., for Yokohama.

JANUARY 12, ANADY, French str., for Shanghai.

JANUARY 12, HOMHOW, British str., for Swatow.

JANUARY 12, TABANO, British str., for Calkutta.

JANUARY 12, MINDANAO, Spanish str., for Manila.

PASSAGERS.

ARRIVED.

For C. P. DIXON, barque from Newcastle (N.S.W.)—Mrs. T. G. GALE, Mrs. M. M. M. MESSRS. F. DE JONQUIERES, S. DE SIGNORI, A. MESSRIER, N. HAMM, A. E. SCHAUDER, J. DELVINCOUR, GUER, Legal, COLVES, JESSEAU, MOUNIER, and CO. From Paris—Mr. J. H. D. COOPER, Mr. D. SMITH, For Marseilles—Mr. H. C. D. COOPER, M. ELLIOT, GERMAN, Mr. B. COSTA, H. J. WALLS, and BUTTERWORTH. From Shanghai—Mr. LUCIUS, For Marseilles—M. BAILLY, CHAPMAN, CAMPBELL, and ROSEDALE. From Yokohama—For Marseilles—M. BAILLY, CHAPMAN, CAMPBELL, and ROSEDALE. From John K. Keel, John Cleary and James Nannuth.

REPORTS.

The American bark Great Surgeon spoke the San Francisco, off Ombay Pass, from Cardiff for Manila, 130 days out.

AMOY SHIPPING.

ARRIVALS.

1. Thales, British str., from Taiyuan.

2. Diamond, British str., from Hoichow.

3. Arping, Chi, steam-tug, from Hoichow.

4. Dian, British str., from Hoichow.

5. Poohi, Chinese str., from Shanghai.

6. Amigo, German str., from Swatow.

7. Seewo, British str., from Shanghai.

8. Haiphong, British str., from Hoichow.

9. Amatista, British str., from Tamsui.

10. Tamsui, British str., for Shanghai.

11. Amatista, British str., for Hoichow.

12. Tamsui, British str., for Hoichow.

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FOR SALE.

1886. NOW READY. 1886.
THE CHRONICLE AND DIRECTORY
FOR 1886.
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-FOURTH ANNUAL ISSUE).
ROYAL OCTAVO, pp. 1132 with plates 35.00.
SMALLER EDITION, pp. 752 \$3.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up to date, and is a great much reduced in bulk.
It contains Descriptive and Statistical
ACCOUNTS of and DIRECTORIES for
HONGKONG. — VLADIVOSTOK.
Do. Ladies' Directory. — JAPAN.
Do. Military Forces. — NAPLES.
Do. Chinese Hongkong. — KOBE (Hirogo).
MACAO. — OSAKA.
CHINA. — TOKIO.
Fuzhou. — Yokohama.
Bishop. — Nanking.
Whampoa. — Hainan.
Canton. — Hainan.
Swatow. — Hainan.
Amy. — Manila.
Takao. — Cebu.
Taiwan. — Illelo.
Tamsui. — Sarawak.
Keelung. — Labuan.
Mukden. — British North Borneo.
Wuchow. — Tengchong.
Ningpo. — Saigon.
Shanghai. — Cambodia.
Chinkiang. — Annam.
Wuhu. — Hué.
Kukkiang. — Tousas.
Hankow. — Quinhon.
Ichang. — Tonquin.
Chinkiang. — Hainan.
Chao. — Hangchow.
Taku. — Tientsin.
Tientsin. — Bangkok.
Peking. — Straits Settlements.
Port Arthur. — Singapore.
Nanking. — Malacca.
COKEA. — Penang.
Sect. — Malat States.
Jenman. — Johor.
Lung Ujung. — Selangor.
Yunnan. — Perak.
PORT HAMILTON. — Naval Squadrons. — French.
SHIPPING.—Officers of the Coasting Steamers of
China & Manilla S. S. Co.
Mosses, Macmillan & Co.
J. & J. M. S. S. Co. — T. G. & M. S. B. Co.
Ind-China N. Co. — Scottish Orientals S. Co.
Douglas S. N. Co. — Miscellaneous Coast
Chains. — Steamers.

THE LIST OF RESIDENTS now contains
the names of
TWELVE THOUSAND, THREE HUNDRED, AND
EIGHT SIX FOREIGNERS
arranged under one Alphabet in the strictest
order, the initials as well as the surnames
being alphabetical.

THE MAPS AND PLANS have been mostly
re-arranged in a superior style and brought up
to date. They now consist of
FLAG OF MERCANTILE HOUSE IN CHINA.
CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE TAN TAH.
MAP OF THE CITY OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF THE CITY OF TAIPO.
PLAN OF HONGKONG CONCESSIONS, SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA.
PLAN OF SAIGON.
PLAN OF TOWN AND ENVIRONS OF SINGAPORE.
PLAN OF GEORGE TOWN, PENANG.

Among the other contents of the book are—
An Anglo-Chinese Calendar, Meanings of Sun-
rise and Sunset, Mean of Barometers and
Thermometers, Rainfalls, Eclipses, Festivals, &c.
A full Chronology of remarkable events since
the advent of foreigners to China and Japan.
A description of the Festivals, Fastas, &c.,
observed by Chinese, Mahomedans, Parsees,
Jews, &c., with the days on which they fall.
Cannons, Tables of Masses, Weights, &c.
The Hongkong Port Guide for 1886.
Arrivals and Departures of Ships and
Post at and from London and Hongkong.
Scales of Commissions and Charges adopted by
the Chambers of Commerce of Hongkong,
and Shanghai.
Hongkong Chair, Jinricksha, and Boat Hire.

This book contains the New Scales of Hong-
kong STAMPS, DUTIES, also tables of
COURT FEES not elsewhere published.

THE APPENDIX consists of

FOUR HUNDRED PAGES

of closely printed matter, to which reference is
constantly required by residents and those
having commercial or political relations with the
Country embraced within the scope of
the CHRONICLE AND DIRECTORY.

Articles in the Appendix are too many
to be numbered in an Advertiser, but include—

TREATIES WITH CHINA—

Great Britain, Nanking, 1842 —

France, Tientsin, 1858 —

and all others not abrogated

France, Tientsin, 1858 —

Convention, 1860 —

— 1863 —

United States, Tientsin, 1853 —

— Additional, 1859 —

Peking, 1880 —

Germany, Tientsin, 1861 —

Peking, 1880 —

Russia, Japan, Spain, Brazil, and Peru.

TREATIES WITH JAPAN—

Great Britain — Netherlands —

United States — Corsa —

Treaties with CORSA.

TREATIES WITH ANAM.

TREATIES WITH CAMBODIA.

CUSTOMS TAEDIFS

Chines. — Siamese —

Japanes. — Corean —

LEGAT.

Orders in Council for Government of H. R. M.

S. in China and Japan, 1853, 1877,

1878, 1881.

Rules of H. R. M. Supreme and other Courts

in China and Japan.

Tables of Consular Fees

Code of Civil Procedure, Hongkong

Admiralty Rules

Regulations for the Consular Courts of United

States, China.

Chinese Passenger Act

TRADE REGULATIONS

China — Siam —

Japan — Customs Seizure, China

Customs and Harbours Regulations for the dif-
ferent ports of China, Philippines, Siam, &
Portuguese Legations

HONGKONG — Chart of the Colony

New Rules of Legislative Council

&c. — &c. — &c.

The Treaties between France and China, 1883,
and France and Siam, 1883. — Additional, 1883. — Any other
treaties have not appeared in previous issues.

Orders may be sent to Daily Press Office, where
it is published, or to the following Agents:—

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SWAZILAND. — Messrs. Quelch & Co.

AMOT. — Messrs. C. Gerard & Co.

FORKOSA. — Messrs. C. Gerard & Co.

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YUNNAN. — Messrs. Kelly & Walsh, S. Ghali.

SHANGHAI. — Messrs. Kelly & Walsh.

NORTHERN & S. Messrs. Hall & Hall, and Kelly

ENTER. — Messrs. Hall & Hall, and Kelly

EXTRACT.

REST.

Somewhere, the elms are blue, days always fair,
The gentlest showers upon the green grasses best;
And birds sing sweetly in their warm retreats.
Where shadows interlace on the trees.

Work hours pass as they twine and cross,
What though the winds be keen and mountains bare,
When we but strive in the wintry air,
The skies are blue and long days soft and fair.

Say yo Johnnie come in;

Wi' his blue horn on his head.

As his dogie runneth the road,
When we are strutting with our load of care,
And trouble weigh us with their burden down,
And life seems but a desert here and bourn.

The happy people live in peaceful joy;

Our evil thoughts to him with exult's all.

Or anguish crouching in his fair hair,

Or pain too deep and pitiful to spare,

But all portending calm, complete, and fair—

Somewhere.

Hope lives like a presence in the air,

And while we struggle with continued grief,

And seek in changeable things to find solace,

They rest in quiet where soft sunbeams play,

And gentle spirits guard them night and day.

Thank Heaven, that though the chains of ill we worn,

And wept souls their tribulations bear,

We walk in faith, and wait sermons of grace,

Whose sweetest rest rewards our earnest prayers—

Somewhere.

THE RANGE OF VISION.

In perfectly clear weather the distance from which an object of small size (1 man, for example) is visible to the naked eye can-

not exceed about three and a half miles, when the object is seen relief against a white background.

It may be said that an object is only visible when its movement is perceptible to the naked eye. From Cape Hedo, situated near Hayre, it is possible to perceive a fisherman or hunter walking upon the sand banks of the Seine. From the valley of the Grindelwald, in Switzerland, it is possible to see a bison upon the Jungfrau in Westerhorne. This distance can be increased by means of a simple opera glass.

From the diego bay persons may thus be seen, in very clear weather, upon the beach at Trouville, at a distance of eight and a half miles. I have seen, and not recognized; and yet certain fisherman of Villerville have found it possible to recognize their husband's boat starting from Hayre at six miles distance. At the last shooting match at Hayre, Meuse, Biarritz, and Poldo saw many series of bull's-eyes at nine hundred yards distance—a fact that, besides great skill, supposes a very strong sight. In tropical seas captains agree in saying that from the deck of their ships this distance—that is, visibility—around them is six leagues. In temperate zones the distance is less. In many cases the earth's curvature presents an obstacle to the range of vision, and yet this does not always appear to be so. Captain Duglos, of Hayre, tells me that once, while becalmed off Madeira, he could not perceive the island during the day, but in the morning and evening observed it at a distance of twenty leagues. Professor Morel, of Paris, informs me that while at Nice he perceived the profile of the mountains of Corsica, and even made a sketch of it. I myself, while near Dungeness, England, saw houses that were situated in the environs of Boulogne-sur-Mer, France. In fine weather we cannot see Lion or Luc-sur-Mer from the Hayre jetty, and yet there are days when both of these localities become visible. I have found while on a steamer in ordinary weather that the said localities become visible at the middle of the route. On returning, the electric lights of the Hayre jetty become visible at the same point. There are, then, days on which, in certain weather, and despite the curvature of the earth, the distance of visibility is doubled or more than doubled. This phenomenon is explained by a well known law of physics. If we throw a coin into an empty vessel, it will be hidden by the edges of the latter, at a certain distance; but if we fill the vessel with water, the coin will become visible. We have here a case of refraction, such as is explained in elementary works on physics. Everyone also knows the theory of the mirage put forth by the celebrated Monge, who explains the phenomenon as due to a diminution of the air's density in contact with the superheated earth. A contrary theory will explain the mirage at sea. While the sun is making the atmosphere hot, the sea and the strata of air in contact therewith remain relatively cold, and these strata become superposed in the order of their density. A luminous ray emanating from the sea will pass from one stratum into another, less density, there will be a refraction, and an object beneath the horizon will be seen above it. This theory supposes two conditions, to wit, a heating of the atmosphere, while the sea and earth remain relatively cold, and a calmness of it to permit its strata to become superposed in the order of their density. It is precisely when these two conditions are fulfilled that the phenomenon of the mirage occurs. On such days ships rise instead of descending in measure as they recede. As the horizon is perceived by direct visibility, a ship is finally seen above the horizon, as if it were suspended in the air. It is the famous "phantom ship," familiar to sailors—visible ship, in its natural, upright position. If atmospheric conditions were favourable, a second ship would be seen above the first, &c. Certain mariners worthy of credence have assured me that they have seen as many as seven superposed ships—Eximus Sozeti, in *La Nature*.

LORD JOHN AND A GLASGOW PROVOST.

Dr. Charles Mackay is constituting some autobiographical matter to an American journal, and in the latest chapter he tells a very good story connected with Lord John Russell and Glasgow. In 1847, after the repeal of the Corn Laws, Lord John took his annual holiday in the Highlands, and as his lordship was to pass through Glasgow on his way back to London, the Liberals resolved, under the leadership of Mr. James Lumson, who was then Lord Provost, to invite him to a public dinner. Mr. Lumson was the most influential proprietor of the Glasgow Argus, of which Dr. Mackay was at that time the editor, and the former consulted the latter daily on all the arrangements of the impending banquet—the toasts that were to be given. The most advisable persons to select for proposing them, down even to such details as the menu of the dinner, "If truth must be told," says Dr. Mackay, "the excellent gentleman was fussy in all that he undertook, and undertook nothing to which he was not prepared to give head and hand, heart and soul, and understand no such word as fail. He came to me on the morning of the day appointed for the dinner, and informed me with great glee that he had arranged that the head in the orchestra of the hall should be his lordship's entrance stroke up the air."

"Say the Conquering Hero comes!" I could not help laughing, for Lord John Russell was a very little man considerably under the medium height, and did not in the least, or in any particular, come up to the popular idea of a hero, and I frankly told Mr. Lumson that he should reconsider the subject."

The Lord Provost declared that he had thought it over till he was tired of thinking, and asked the editor: "Can you not suggest anything?" I then told him that we must, and I should like if you could suggest something we know and approve." Mr. Lumson, Dr. Mackay explains, continually relapsed into broad Scotch when he was in thorough earnest. A sudden thought took possession of the editor, which he communicated to the

Provost more as a joke than with any idea that he would take it seriously. "Nothing could be more appropriate," said he, "than to have the fine old Scottish air, 'Say yo Johnnie comin'?" "The verrr thing," said the Provost, with a hearty laugh, giving the editor a grip of his hand. "Dinna fash your head on mair; the thing is settled!" and he repeated the first four lines of the old song—

"Say yo Johnnie comin'—

"Wi' his blue horn on his head."

When we are strutting with our load of care, And trouble weigh us with their burden down, And life seems but a desert here and bourn.

The happy people live in peaceful joy;

Our evil thoughts to him with exult's all.

Or anguish crouching in his fair hair,

Or pain too deep and pitiful to spare,

But all portending calm, complete, and fair—

Somewhere.

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